

INLAND



SEAS

QUARTERLY BULLETIN OF THE
GREAT LAKES HISTORICAL SOCIETY

VOLUME 1

JANUARY • 1945

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Contents

	<i>Page</i>
Greetings From the President	2
The Society Makes Its Bow	2
Sixty Years of the C.P.R. Great Lakes Fleet, <i>by Fred Landon</i> . .	3
The Old Lake Triplets, <i>by Dana T. Bowen</i>	8
Early Disasters on Lake Erie	13
Recovery of the Steamer Humphrey, <i>by Jewell R. Dean</i>	18
Photographs	21-28
Sam Ward, <i>by Marie E. Gilchrist</i>	31
Among the Collectors	33
Notes	36
Save the Wolverine!	
Buffalo Piers and Lighthouses One Hundred Years Ago	
Cleveland Power Squadron	
Resolution of the L.C.A.	
Gifts to the Great Lakes Historical Society	
Cleveland Exhibit	
Burning of the Steam-Boat Erie	
Questions and Answers	42
Book Reviews	43
Membership of the Great Lakes Historical Society	46

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Greetings from the President

AS PRESIDENT of the Great Lakes Historical Society I am happy to present to the members the first number of its quarterly bulletin INLAND SEAS. Here, we hope, you will find something of value to you as charter members whose enthusiastic support has made possible the founding of the Society and the birth of this magazine.

May we all look forward to the pleasures of an association of mutual interests in a strong and prosperous Great Lakes Historical Society.

ALVA BRADLEY, *President.*

The Society Makes Its Bow

THE GREAT LAKES Historical Society arose from an astonishing discovery. Though the states bordering on the Great Lakes account for over 52,000,000 of the country's population of 131,000,000, and though their location gives them a common interest and common qualities, yet no magazine and no society existed to express this interest.

This spring the first step was taken to meet this need. On April 26, 1944, in the Cleveland Public Library, a group of Clevelanders met to organize the Great Lakes Historical Society. Among the number were ship captains, newspaper men, yachtsmen, skippers, librarians and lake enthusiasts. A constitution was adopted, and officers elected. The president, Alva Bradley, is a Cleveland shipowner and financier. Clarence S. Metcalf, the executive vice-president, is librarian of the Cleveland Public Library, which for the time being is the headquarters and mailing address of the Society.

The plan is not to supersede, but to supplement existing societies and museums. These should retain the documents and curios of Great Lakes interest which they now own, and should ordinarily receive the others that may come from future givers. If, however, any prefer to give them to the Society, they will be gladly accepted.

What does the Society plan to do?

1. To list Great Lakes materials now in the libraries and museums of the region.

2. To publish an illustrated quarterly magazine concerned with Great Lakes events and history.


3. To furnish inquirers with information about the Lakes, or refer them to places where they can get it.

4. To extend itself throughout the Great Lakes. That the officers and trustees under whom the Society has started come from Cleveland is a purely temporary condition. As soon as the Society is fairly under way, its officers and trustees will, it is hoped, like the membership, come from both sides of the Lakes, and all the way from Duluth to the St. Lawrence.

5. To promote knowledge of the Great Lakes and preservation of historical data and objects related to them.

6. To bring together persons, societies and organizations interested in the Great Lakes and serve as a channel of expression of this interest.

The membership in the Great Lakes Historical Society numbers to date both individuals and organizations and new members are steadily coming in.



Sixty Years of the C.P.R. Great Lakes Fleet

By FRED LANDON

THE YEAR 1944, just passed, marked the sixtieth anniversary of the establishment by the Canadian Pacific Railway of its Great Lakes fleet. It was in the spring of 1884 that the steamers *Algoma*, *Alberta* and *Athabasca* made their initial trips from Owen Sound on Georgian Bay to Port Arthur at the head of Lake Superior, fitting into the great transportation scheme, then nearing completion, to link the distant Northwest with Eastern Canada. Of the three vessels which came on the lakes at that time the latter two remained in service until the close of the season of 1943. Late in 1944 they were advertised for sale. The *Algoma* was lost in her second season.

When British Columbia entered the Dominion of Canada in 1870 the building of a transcontinental railway became a national obligation. As part of the terms of union the federal government agreed to link the Pacific coast province with the East within ten years. This daring promise, made by the government of which Sir John Macdonald was prime minister, brought many predictions that it would be an impossibility to carry out the bargain. And, indeed, it seemed for a time as if the doubters were right for the Macdonald government was thrown out of office in the federal election of 1874, largely because of a scandal in connection with the proposed railway, and the Liberal administration of Hon. Alex. Mackenzie which succeeded did but little towards fulfilling the promise made to British Columbia.

Only after Macdonald was returned to office in 1878 was real progress made. A contract was entered into at that time with a syndicate which included George Stephen (later Lord Mount Stephen), Richard B. Angus, William C. Van Horne, Donald Smith (later Lord Strathcona), and for a short time James J. Hill, though Hill soon dropped out in order to give full time to his schemes in the American West. These men lost no time in undertaking the construction of the road and carried it through with such energy that early in November 1885 a passenger train went through from Montreal to Vancouver.

The story of the building of the C.P.R. is a record of financial and construction problems overcome by sheer grit. There were times when the whole undertaking was saved from bankruptcy only by generous aid from the Canadian government and by the promoters throwing in their own personal fortunes. Nor were the physical difficulties less. The Rockies had to be pierced and a vast mileage of uninhabited country traversed. North of Lake Superior it was necessary to bridge a way over swamp and morass "so voracious," in the words of one historian, "that today in one muskeg area seven layers of C.P.R. rails are buried, one below the other." Elsewhere in this same area a way had to be blasted through miles of Laurentian rock so massive and unyielding that a dynamite factory had to be built on the spot. Half to three-quarters of a million dollars per mile was the cost on more than one stretch of the road.

The Lake Superior section of the railway was still under construction when the three new vessels arrived on the lakes. Indeed, it was not until more than a year and a half after their arrival that any regular train service was provided over this section. But long before this, it had become necessary to provide transportation for the many people who were seeking to enter the West and to move the great quantities of supplies required by the railway construction gangs. Arrangements had accordingly been made with the Owen Sound Steamship Company to operate three vessels between Georgian Bay and the north shore of Lake Superior. Many of the earlier settlers in the Canadian Northwest were thus transported over this portion of their journey. The steamers so operated were the *Magnet* and the *Sparton*, sidewheelers, and the propeller *Africa*. An advertisement appearing in the *Toronto Mail* in 1884 describes this service as "An enchanting 10-day trip. Cheaper than hotels." The *Sparton* was later wrecked on Caribou Island but was salvaged and with the *Magnet* operated for many years out of Toronto and along the St. Lawrence River. The *Africa*, rebuilt as a steam barge, was lost in an October gale on Lake Huron in 1895.

These were not the only steamers plying over this upper lakes route in 1884. The Collingwood-Lake Superior Line had in operation the iron steamer *Campana*, originally built for the cattle trade between South America and Great Britain, the paddle-wheel steamer *Frances Smith* and the propeller *City of Owen Sound*. Both lines found plenty of business in the boom period produced by the building of the C.P.R. The railway promoters had already decided, however, that the company must have its own fleet and contracts had been let for three steamers of a superior type to be built on the Clyde in Scotland. Their construction was personally supervised by Henry Beatty, an experi-

enced steamship man and father of Sir Edward Beatty, who in later days became president of the C.P.R.

It was determined that these new vessels should be of the most modern type and particularly suited to Great Lakes trade. And so they were. Their arrival in 1884 brought widespread admiration of their qualities and appearance. "No such vessels," said the *Toronto Globe*, "have ever been seen on the Great Lakes, but their excellence lies not in gorgeousness of their furniture or the gingerbread work of decoration but in their superiority over all other lake crafts in model, construction and equipment, and in their thorough adaptability for the business in which they will engage." The new vessels were 270 feet in length with a beam of 38 feet. They could carry 2000 tons of freight and had accommodation for 130 first class cabin passengers and bunks for 200 steerage passengers, though at times many more of the latter class were carried. Their cost was about \$300,000 each.

All three crossed the Atlantic in the fall of 1883. On arrival at Montreal they were cut in two and towed through the St. Lawrence canals, Lake Ontario and the Welland Canal to Buffalo where they were put together. They were then taken to Port Colborne to be fitted out. Early in May, 1884, they proceeded to Owen Sound, the *Algoma* entering that port on the 10th, the *Alberta* on the 11th and the *Athabasca* on the 13th. No time was lost in putting them in service. The *Algoma* cleared for Lake Superior within twenty-four hours, having on board no less than 1100 passengers, mostly immigrants from the British Isles and from Sweden who had been awaiting with impatience the opening of navigation. On May 13 the *Alberta* moved out with 400 passengers and two days later the *Athabasca* followed. Thereafter there was a tri-weekly service from Owen Sound.

If the navigation season of 1885 had been exceptionally early, or if Louis Riel, the half-breed leader of the armed outbreak of that year in the Canadian Northwest, had held his hand for a few weeks, the new C.P.R. lake vessels would have been able to render a signal service to the Dominion of Canada. Trouble broke out on the western prairies in March when the rebels seized stores and occupied the government post at Duck Lake in Saskatchewan. An encounter between the half-breed force and a party of police and volunteers ended in defeat for the latter. News of this affair roused the hitherto apathetic government at Ottawa and over three thousand troops were sent to join two thousand raised in the West. The men from the East had to be taken over the half completed road north of Lake Superior, marching across the gaps in the railway or carried in sleighs along rough snow-covered roads.

The return journey was more pleasant. When the uprising was

quelled the volunteers from the East were taken to Port Arthur where they boarded the new vessels of the C.P.R. and were carried to Owen Sound. It has often been remarked that the demonstration by the railway of its usefulness to the Dominion government in connection with the Riel affair was a turning point in its history. Thereafter there was less criticism of the extensive financial aid which had been given to the project.

November 7, 1885, was an important date in the history of the C.P.R. for on that day Donald Smith drove the last spike to mark the completion of laying of steel. The place selected was but a way-station, Craigellachie, in the Eagle Pass of the Rockies. There was no golden spike such as had been used elsewhere on the continent. Instead, it was a very business-like ceremony. Donald Smith raised his hammer and gave a few strokes. He and others made a few remarks appropriate to the occasion. Their task, so often on the edge of failure, had succeeded. But even while the ceremony was under way the fine new steamer *Algoma* was pounding to pieces on the rocks of Isle Royale in Lake Superior with a loss of nearly forty lives.

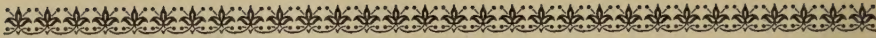
The vessel had left Owen Sound on Thursday, November 5, passed through the locks at the Soo early on Friday and at midnight was thought to be about fifty miles from Port Arthur. The *Algoma* carried sails on two masts and had her canvas spread while crossing Lake Superior. At four o'clock on Saturday morning, with a northeast gale blowing and with rain and sleet and occasional snow making visibility bad, Captain John Moore decided to take in sail and head back into the lake. The change of course had scarcely been completed when the stern of the *Algoma* struck the rocky shore, smashing the rudder and rendering the vessel unmanageable. Soon after the whole forward portion of the *Algoma* broke off and disappeared. A few of the crew had been able to reach shore in one of the lifeboats but other survivors remained on the wreck, constantly fearful that it would slide off into deep water. Not until Sunday morning, when a raft was put together, did they leave the wrecked vessel. All were taken off the island on Monday afternoon by the *Athabasca*.

Following the loss of the *Algoma* the *Campana* was chartered from the Collingwood-Lake Superior line and operated by the railway until replaced by the new steamer *Manitoba*, which was built in 1889 in the Polson shipyards at Owen Sound. When this company established its plant a number of experienced men were brought out from the Scottish shipyards. Families of some of these men still live in Owen Sound. The *Athabasca* and *Alberta* were later lengthened, the work being done at Collingwood in 1910 and 1911 respectively, while in 1914 new boilers

were installed at the Port Arthur shipyards. Meanwhile two other vessels had been added to the fleet, the *Assiniboia* and *Keewatin*, built on the Clyde in 1907 and placed in service in the following year. These two, with the *Manitoba*, now comprise the lakes passenger fleet, the two older vessels having been used only for freight since 1916. Beginning in 1933 they traded between Georgian Bay and Milwaukee and Chicago, but were not in commission during this past season.

Until 1912 the eastern terminus of the lakes fleet was at Owen Sound but in that year it was transferred to Port McNicoll. Long before this the lakehead terminus had been changed from Port Arthur to Fort William, following a dispute with the former municipality over a matter of taxation. At both Port McNicoll and Fort William the railway has extensive terminal facilities in docks and elevators.

In the sixty years during which it has operated steamers on the lakes the C.P.R. has had many well-known masters, none perhaps better remembered than Captain James McCannell, who retired from the service at the close of the season of 1936, concluding forty-seven seasons on the lakes and thirty-three as a master mariner. Through this long period of sailing he had acquired a remarkable knowledge of the history of Great Lakes shipping and had carefully recorded much of it. He was most painstaking in his desire for accuracy and articles which he contributed to the Collingwood *Enterprise-Bulletin* and elsewhere are now sources of the highest value. In addition to his writings he frequently gave illustrated lectures. He was an easy speaker and never failed to hold the attention of his audience. He died on June 28, 1939. He had first come to the C.P.R. service in 1907 as a mate but the next year became master of the *Athabasca*, then the flagship of the line. Five years later he was transferred to the *Assiniboia* where he carried on in command for twenty-three years until his retirement in 1936.



The Old Lake Triplets

By DANA T. BOWEN

NOTE: *This article, published with the courteous permission of Mr. Bowen, is a chapter from his forthcoming book.*

PROBABLY NO OTHER SHIPS stand out as clearly in the memories of old timers, whether seamen or travelers on the Great Lakes, as do the passenger steamer triplets, *India*, *China* and *Japan*. They ran from Buffalo to Duluth, the usual full length trip of the lakes, making calls along the way at Erie, Cleveland, Detroit, Mackinac Island, Marquette and Hancock. These sturdy vessels maintained a highly reliable passenger and freight service for over thirty years and in that time never figured in any serious accident. They were a success from every standpoint, whether of the public, the owners or the crews.

Growing boys in lake ports saw the trim steamers pass and vowed that some day they would sail aboard those fine ships. Many of them did so, some as passengers, some as crew and some as officers of the boats. The *India*, *China* and *Japan* are well within the memories of men living today who still enjoy recalling the days of the old craft; days of substantial growth of a great nation; days when America was forming her future greatness. The days of the lake triplets were "the good old days."

The three steamers were built of an early iron, good iron that stood well the test of time, water, wind and weather. At the end of their days the old hulls were practically as good as when launched. It was in a Buffalo shipyard in 1871, the year of the great Chicago fire, that the three boats were launched. Mr. E. T. Evans and his father, Mr. J. C. Evans, of Buffalo, were the men directly responsible for the detailed construction of the triplets. Nine years previous the elder Evans had built an iron ship, the *Merchant*, when such construction was unheard of among shipping men. Today the *Merchant* is recorded as being the first iron ship to sail under the American merchant flag on the Great Lakes. Under the Evans management the triplets eventually came into the Anchor Line fleet, a part of the Pennsylvania Railroad System. They were operated efficiently and were always well kept up and well manned.

The policy of the operators of the line was to name their vessels after a great country or a great city. The triplets were accordingly named *India*, *China* and *Japan*. A life size statue of a typical native of each of the countries, hand carved from wood, was mounted atop the pilot house of its corresponding ship. These statues were carefully painted and varnished and were a thing of beauty. At the close of each season they were carefully taken down from their lofty positions and stored ashore, to be redecorated for the coming season.

The head of the Great Lakes was an area of vast wealth and was attracting the attention of men of means. Above ground was the lumber industry in swaddling clothes, while underground copper was king. Iron ore in great quantities came later. The railroads were yet to come through these virgin lands. Through passengers on the triplets traveled to embryo cities of the upper lakes. Later came the immense freight and commerce which they controlled.

The triplets were identical in build and until the landsman could read the name on the bow it might be any one of the three. Each of the ships was 210 feet long, 32.6 feet beam and 14 feet depth. They were of the propeller type, with a gross tonnage of 1,239.46 and a net tonnage of 932.02. They made twelve miles per hour.

The three ships were always well painted. Outside above the main deck they were a spotless white and below that an attractive green. These colors were separated at the main deck by a rich brown fender strake above which was a bright red half-round molding strip. The stack was all red. On the foremast yardarm flew the house flag of the Anchor Line, a white field with a bright red anchor. After each trip the entire ship was washed down, inside and out. The cabins were trimmed in black walnut. All windows and doors had curved tops, there was not a square topped door on a ship.

These fine little vessels had no regular dining room as do the steamers of today. All meals were served in the main cabin, tables running lengthwise of the cabin from the most forward point back to the funnel. Number one table was known as the captain's and that officer usually sat at the head. The galley was on the deck below and the food came up through a dumb-waiter into a pantry on the port side forward. On the opposite side of the cabin was the officers' mess. Directly in the forward part of the cabin was the gentlemen's smoking room and the barber shop. The ladies' cabin was in the after part of the deck and boasted of a piano and easy chairs. When we remember that the day of the triplets was the day of the wash bowl and pitcher ashore, they were equal in all respects to the finest hostelry at any port at which the vessels called.

When these vessels started their runs up and down the Great Lakes their commanders were beset by the perils of navigating along with hundreds of wind-driven schooners. By the time the *India*, *China* and *Japan* left the lakes scarcely a single sail was to be seen in commercial shipping. Such travel called for the highest type of officers and crew. Many famous men of the lakes have trod the bridges of these ships. Probably the most renowned was Captain Alexander McDougall, designer and inventor of the whaleback type of vessel, so popular in the nineties on the lakes. He sailed the *Japan* in her early days. That three brothers were at one time masters of the triplets is interesting. They were Captain Robert Smith, Captain John Smith and Captain W. W. Smith. A later officer aboard the *Japan* was Captain R. W. England, who is now retired from active sailing but retains a keen interest in affairs of the lakes.

"They were a fine set of boats," remarks Captain England, reminiscently of these by-gone ships, "little fellows as steamers of today are measured, but in their days they were tops on the lakes. The service aboard was considered the finest, yet there wasn't a single bathroom on the whole three ships. Each stateroom had what was called running water, but it was supplied by the stewardess who daily filled the little reservoir above the sink faucet from the can of water which she carried about with her on her rounds. Later we had wooden tanks built on the cabin top which really furnished running water to the staterooms. Hot water wasn't thought of.

"Each of the ships could accommodate some one hundred and twenty passengers," he continues. "The meals were excellent and the passenger lists were usually filled each trip. At first, of course, the ships had only oil lamps in the cabins, but later a generator was installed in each vessel and we enjoyed the benefits of the early electric light. I well recall that on the *Japan* our generator was run by a belt which in good weather operated perfectly, but when we began to roll the belt would slip off the pulley and instantly the lights all over the ship would go out."

The *Japan* ran on a regular schedule, the captain recalls, and from his memory it was about like this:

TIMETABLE OF STEAMER JAPAN

About 1896

Leave Buffalo	1 PM	Thursdays
Arrive Erie	9 PM	"
Leave "	11 PM	"
Arrive Cleveland	8 AM	Fridays
Leave "	8 PM	"

Arrive Detroit	7 AM Saturdays
Leave "	Noon "
Arrive Mackinac Island	1 PM Sundays
Leave " "	8 PM "
Arrive Sault Ste. Marie	8 AM Mondays
Leave " " "	Noon "
Arrive Marquette	10 PM "
Leave "	11 PM "
Arrive Hancock	10 AM Tuesdays
Leave "	3 PM "
Arrive Duluth	8 PM Wednesdays
Leave Duluth	9 PM Thursdays
Arrive Hancock	Noon Fridays
Leave "	5 PM "
Arrive Marquette	11 PM "
Leave "	10 AM Saturdays (Via Grand Island and Pictured Rocks)
Arrive Sault Ste. Marie	8 AM Sundays
Leave " " "	9 AM "
Arrive Mackinac Island	3 PM "
Leave " "	5 PM "
Arrive Detroit	6 PM Mondays
Leave "	9 PM "
Arrive Cleveland	8 AM Tuesdays
Leave "	10 AM "
Arrive Erie	9 PM "
Leave "	11 PM "
Arrive Buffalo	8 AM Wednesdays

"This was a good schedule for the *Japan* and we usually held to it," Captain England relates. "The *India* also ran on the same schedule on alternate weeks. The *China* had a different time table. We never saw the *China* all season but we met the *India* every Sunday at Mackinac Island for a few hours. It took us two weeks for a complete round trip, but we had plenty of time in port to enable us to have our freight handled. Today the boats make it in one week, but they carry no freight."

The Anchor Line was progressive and always on the outlook for improvement. So it was that in 1901 they brought out the new steamer *Tionesta* at Detroit, and in 1904 the *Juniata* at Cleveland, and in 1910 the *Octorara* at Wyandotte. These new vessels took over the runs of the *India*, *China* and *Japan*. The older ships were sold to Canadian registry. The *India* became the *City of Ottawa*, the *China* became the *City of Montreal* and the *Japan* became the *City of Hamilton*.

Under these new names the triplets still looked alike. They were overhauled and new equipment placed aboard. They entered another lake

service, this time their route being from the Canadian ports of Montreal and Toronto to Cleveland, Toledo and Detroit. They were manned by Canadian seamen and for a few years were popular passenger and package freight steamers. Captain John V. Trowell of Toronto was master of the *City of Ottawa* in those years, 1907, 1908, and 1909 and proved to be a popular and dependable skipper.

This Canadian service did not operate over many years. The vessels were again sold and this time they parted company for good. The *City of Hamilton* was converted into a tanker, the *Roy K. Russel*, and ended her days by explosion and fire on Lake Ontario. The *City of Montreal* was cut down into a barge, the *Worrenko* and is reported as having ended her days around the mouth of the St. Lawrence River. The *City of Ottawa* was sold back into United States registry and her name *India* was restored, but she was reduced to a barge. As such she changed ownership several times, the last being Mr. C. W. Bryson of Cleveland. He rebuilt the *India* into a serviceable barge and put her in the trans-Lake Erie service hauling steel. Thus she served until the start of the Second World War when the government took her over and sent her to salt water.

The plans of war change swiftly. By the time the old *India* was towed down the Mississippi, via the Chicago Drainage Canal, and dismantled for reconstruction, the phase of war shipping had so changed that she was abandoned on the edge of Lake Pontchartrain, near New Orleans, Louisiana. Here the last of the fine old lake triplets now rests awaiting a very dubious future and looking not at all like the trim ship that she was in her heyday when she traded between the rich wonderlands of the upper lakes and the growing commercial ports of the lower lakes.

Early Disasters on Lake Erie

THE INDIANS OF THE LAKES never liked the south shore of Lake Erie between the mouths of the Cuyahoga and the Black Rivers. They were used to canoes, accustomed to make their way clear to the Ohio in these frailest of craft, but they had learned that the most skillful brave was out of luck if he were caught off shore and it came on to blow. The banks, whether of Chagrin shale or the yellow clay to the west of it were too high, the coves too few and far between.

The French voyageurs chose to follow the Indians' routes along the Trent and the Severn, or the Ottawa and the French Rivers. Even when they headed for the Indian towns of the Sandusky marshes they followed the north shore of Lake Erie and crossed among the islands rather than paddle that unsheltered twenty-odd miles.

The English, more fortunate on blue water, had not yet developed the enthusiasm for birchbark which seemed instinctive in the courriers-du-bois and they lacked experience with the great bateaux of the fur traders. They had yet to learn caution, and they were to pay for their over-confidence with the first two big shipwrecks in Lake Erie's history, Cuyahoga County's own.

On May 7, 1763, Major Henry Gladwyn's Indian girl friend¹ saved the British post at Detroit by tipping him off to Pontiac's great conspiracy. The next night the little garrison was surrounded by six hundred scalp-hungry savages. Within six weeks the little blockhouses at the Sault, St. Joseph, Michigan, Ouia Tenon (now Lafayette, Indiana), and at Miami (now Fort Wayne) had all fallen to treachery. So, too had Sandusky and Presqu' Isle and LeBoeuf and Venango in Pennsylvania. Reinforcements for Detroit must be provided speedily unless everything west of Lake Ontario was to be lost.

During the summer of 1763, General Jeffrey Amherst (the Lord Jeff of the college song) sent out four relief expeditions from the forts on the Niagara River. Only the second and the third got through. Indians spoiled the first, a Lake Erie storm the fourth. The first relief party, under Lieutenant Cuyler, was all American. Ninety-six men of the Queen's Company of Rangers coasted along the north shore of Lake

1. During the siege the Indian girl slipped out of the stockade and was haled before Pontiac. He gave her a beating but influential relatives saved her life. Many years later, while drunk, she fell into a kettle of boiling maple syrup and died of her burns.

Erie as far as Pelee, where they were ambushed by the Wyandots. Cuyler, a New York Dutchman, and half-a-dozen men got away, crossed through the islands to the south shore and made their painful way back to the foot of the lake, mostly by rowing. Some fifty of the others reached Pontiac's camp as captives.

The second party was of Gotham's Rangers, led by Major Robert Rogers,² greatest of all Indian fighters. The chroniclers have neglected to tell their route but it was probably by the south shore, for three years earlier Rogers had met Pontiac at the Cuyahoga and had easily made his way to Detroit. Gotham's Rangers strengthened Gladwyn's garrison in late July.

The third expedition was more pretentious. Captain Dalzell had 280 redcoats of the 55th and 80th of the Line in twenty-two barges and he carried many supplies and some small cannon. The weather was favorable and he reached Detroit late in August. Soon after, however, he insisted on leading an ill-advised sortie and his men were roughly handled. Only the exertions of Rogers and his hard-bitten woods fighters prevented a complete disaster.

More help was needed in a hurry. Drafts from a dozen garrisons and active recruiting among the provincials finally brought six hundred men together at Albany and they started west in bateaux, lightly built for the many portages ahead. Sir William Johnson kept five of the Six Nations in line and Major Wilkins, the commander, made good time until he reached the Seneca country. There, on September 14, he was ambushed between Fort Niagara at the head of Lake Ontario and Fort Schlosser, just above the Falls. His men were struggling to get the bateaux up the Niagara escarpment and casualties were many.

It was weeks before Wilkins could get his boats into the water and start west. Then the Senecas attacked again and he had to turn back. It was November before he finally reached the chilly lake and headed along the south shore.³ Oars and paddles, helped by lug sails when the wind permitted, drove the boats fast.

2. Rogers and his Rangers preferred ship's whale boats to bateaux, just as they had in the Lake George - Lake Champlain campaigns and in the famous Saint Francis expedition.

3. Cleveland historians are not agreed on this. Col. Charles Whittlesey and Crisfield Johnson believed Wilkins followed the north shore. Dr. Jared Kirtland and W. H. Auburn regard the south shore route as the more likely. Their theory is to be preferred because

(a) Cuyler came to grief on the north shore.

(b) Rogers (twice) and Dalzell had followed the south shore.

(c) The south shore offered more shelter from the prevailing winds.

Johnson made much of references to Pointe aux Pins, Rondeau Provincial Park, Ontario.

By nightfall of November 7th, the flotilla was off the mouth of the Cuyahoga but Wilkins would not stop to make camp. The weather promised well. He was told that another river, seven miles west, would provide shelter at need. He would push on. No doubt the soldiers, with their blistered hands grumbled a bit, but they kept going. Major Moncrief, second in command, told the result of Wilkins' decision in the dispatch he forwarded to Detroit the next day.

"At 11 o'clock at night," he wrote, "we were overtaken by a violent storm which came in suddenly. The whole detachment was in danger of being lost as every bateau which reached shore was more than half-full of water."

There were forty or more boats, half canoe—half barge, in the flotilla and they must have been well bunched when the squall hit them. Three foundered or were blown against the shale bank from which Lakewood, Ohio, looks down on the lake. Half a dozen reached the shelter of the mouth of Rocky River.⁴ Others were beached on the marshy island just to the east or along the shore to the west of the bluff. The stem and ribs of one of these last was long a landmark on what is now the Rocky River bathing beach. Every one of the beached bateaux was battered to pieces as the northwest squall veered to the north.

Majors Moncrief and Wilkins, with the men from the boats in the river or west of it, made camp on the bluff now known as Eells' Point and lighted fires to hearten their scattered men. The next morning, when those who had found safety and discomfort to the east of the river had discovered the ford half a mile up stream and rejoined their commanders, the roll call revealed that seventy enlisted men and three officers were missing. Lieutenants Davidson and Payne and Surgeon Williams were never found. Gone, too, were fifty barrels of provisions, all the ammunition and the field pieces for Detroit.

There was nothing to do but turn back. Moncrief⁵ wrote the dispatch from which we have quoted and sent it on to Detroit by two friendly Indians who were willing to take a chance. They got through on November 18th, for Pontiac had already given up hope and raised the siege. The wretched survivors of Wilkins' force took turns coasting

Before the hemlocks died out, every bluff beside a river mouth deserved that name. There were hemlocks on the bluffs at either side of Rocky River thirty years ago.

Weightier still is the fact that Moncrief's Indians took eleven days to reach Gladwyn. Rondeau Provincial Park is a scant sixty miles from Detroit.

4. Rocky River seems to have had two outlets then, with a marshy island between. This island is now the Clifton Park bathing beach.

5. Moncrief, a Highlander, reported the disaster in a code of his own devising — half-English and half-Erse.

along the shore and stumbling through the wilderness⁶ all the way back to Fort Schlosser, a long two hundred miles.

Major Gladwyn and his little garrison of redcoats and rangers had a cold and hungry winter while British headquarters planned for the next season. They meant business at last. On the recommendation of Sir William Johnson and General Thomas Gage (you remember him with Braddock in 1754 and in Boston twenty years later), General Amherst, now Sir Jeffrey, chose Colonel John Bradstreet to pacify the West.

Bradstreet, a Nova Scotian by birth, was in his middle fifties and he had been a soldier all his life. He had planned the Pepperell expedition against Louisbourg in 1745, had administered a notable defeat to an Indian force at Oswego and had captured Fort Frontenac (now Kingston, Ontario) by a daring thrust. General James Wolfe, the hero of The Plains of Abraham, had called him "the best master of battoemen in the Colonies." A fellow like that would be safe enough on Lake Erie.

Bradstreet left Fort Schlosser, above the Falls, on August 8, 1764, with close to three thousand men. Four days later he was driven into Presque Isle by a squall and lay there for three days. A first-class Lake Erie storm lasts that long. By the 7th, the bateaux were at the Grand River. The next day they made the Cuyahoga, and on the 26th they landed at the River Raisin.

Bradstreet assigned garrisons to the various British posts in Michigan and Indiana and then paddled and sailed down to Sandusky to deal with the Ohio Indians. The Shawnees and Delawares were slow to come in. It seemed late in the season to march through the forest to the towns on the Muskingum. The colonel lost his temper with the Indians, risked a reprimand from General Gage, and started down the lake. That was October 18th.

But the voyage promised well. The wind blew from the southwest when the flotilla cleared what is now Cedar Point. The French Canadian pilot who had been picked up in Detroit, was sure of fair weather. Lug sails and paddles carried the bateaux along swiftly and by mid-afternoon they were off the mouth of the Black River. Bradstreet would have put in and taken plenty of time to make camp. The Frenchman discouraged this. Why waste the wind? At dusk the bateaux were dragged up on the sandy beach,⁷ a mile and a half west of Rocky River. No one has ever been able to guess why.

6. They probably followed the Indian trail. The Iroquois had frequently raided the land of the Cat people on the south shore and had once penetrated as far as Illinois. The main trail did not follow the ridge which the first road-builders preferred but was well below it. A few trail trees still indicate the route.

7. The spot is now known as Hahn's Grove. Older maps show it as the property of Charles Haum.

A thousand bateaux could have sheltered in Rocky River, Major Israel Putnam wrote a friend in Connecticut later. Bradstreet, obviously no longer Wolfe's flawless "master of battoemen," left his whole fleet, scores of frail little barges, with their sterns in the water and made camp in a big draw under the hardwoods. Of course it happened. The wind rose in the night bringing snow and sleet with it. The soldiers were roused to drag the boats farther in shore. They had some luck, but not enough.

The craft which carried half a dozen cannon were battered to pieces by the waves. So were those which held the ammunition and most of the provisions. As usual, it blew for three days while Bradstreet and his men, eleven hundred in all, shivered in the timber as they strove to repair the rescued boats and to bury the equipment which they could not hope to carry with them. When the wind died they took other boats to the island⁸ near the mouth of Rocky River to be patched up. On the 21st the whole force started east, the redcoats in the bateaux, the provincials, more than 150 in number, afoot through the forest. The flotilla was forced to run into the Grand River by another storm, two days later, but it made the lower end of the lake just seventeen days after leaving Sandusky. The men who traveled afoot were struggling in until Christmas. The long march was all agony and Putnam, the best woodsman in the lot, was afloat,⁹ as second in command to Bradstreet.

The men in the boats were unlucky, too. Almost half of them were lost in a Lake Ontario storm when they sought to make their way from Fort Niagara to Oswego by schooner.

But the disaster wasn't limited to shipwreck. The French pilot disappeared on the first night of the storm, not in the lake but into the timber. A year later Sir William Johnson was to write to General Gage that he had word the pilot had informed the Indians just where the plunder was buried. They took everything but a lot of bayonets, which were found a century later at the foot of a great chestnut.

Of the two disasters, within a mile and a half of each other and just under a year apart, the only relics that remain are a handful of brass buttons, a brass sword hilt or two, some rusted gun barrels and a little assorted scrap iron.

—I.S.M.

8. Presumably the island now occupied by the Cleveland Yachting Club.

9. Putnam evidently had enough bush travel around Lake Champlain. Although he had been shipwrecked during the Havana campaign in 1760, he preferred not to walk 200 odd miles.

Recovery of the Steamer *Humphrey*

By JEWELL R. DEAN

RAISING OF THE wrecked freighter *George M. Humphrey*, the first 600-footer to sink in Great Lakes history, was accomplished in the late summer of 1944 by Capt. John Roen of Sturgeon Bay, Wisconsin, in a salvage job that undoubtedly will become one of the achievements for telling and retelling by lake people.

The raising, declared impossible by one leading lakes salvager testifying in Federal court, was made to appear easy by the ingenious Capt. Roen who partially filled the ship's ballast tanks with air, then lifted the buoyant craft with a small surface vessel and towed the two by stages to shallow water.

The *Humphrey*, owned by the Kinsman Transit Co., Cleveland, and operated by G. M. and H. G. Steinbrenner, sank in 77 feet of water in the Straits of Mackinac one and a half miles northeast of Mackinaw City, Michigan, twenty minutes after being in a collision with the 600-foot *D. M. Clemson*. The sinking took place on June 15, 1943, in heavy fog.

Insurance companies, after the owners had abandoned the wreck to them, in turn passed the vessel to the United States Engineers for removal as a navigation menace. The tip of the *Humphrey's* masts extended slightly above the water directly in the path which ferries follow across the straits in runs between Mackinaw City and St. Ignace.

The War Department cleared claims on the wreck by fall and Capt. Roen took over the channel-clearing job with the million dollar ship (wartime value at the time of her sinking) as his prize — if he succeeded. Failure to succeed within a year would mean that the immigrant from Norway would have to demolish the *Humphrey* to a depth safe for navigation and lose financially all money expended in salvaging efforts.

Capt. Roen and his salvage crew began work on October 20th after fall storms were starting and seasonal winds varied the water levels of Lakes Huron and Michigan intensifying and shifting quickly the currents that prevail incessantly in the straits connecting the two giant bodies of water.

As weather permitted, divers removed hatch covers which remained in place and Capt. Roen's barges *Maitland* and *Industry*, using cranes and clam shells, brought to the surface 8,000 of the 13,992 gross tons of iron ore which the *Humphrey* carried. Divers kept at the job of remov-

ing parts and equipment from the *Humphrey* and reporting the information which made possible an exact "blueprinting" of the wreck for study during the winter after operations shut down in December.

Work was resumed on May 9th and the salvager then had his plans fully completed. Removal of ore continued and divers began attaching 50 Roen-designed and built sheaves (blocks) on each gunwale bar of the *Humphrey*. A Roen-rigged steam hammer operated by a diver, 45 feet below the surface, speedily removed rivets in the gunwale bars and provided holes for attaching the sheaves through which cables from sheaves on the *Maitland*, lying on the surface, were to be interlaced to each side of the *Humphrey's* main deck for the lift. The pulleys were to permit the cables to adjust themselves evenly during the lift. In addition to this web of cables on each side of the barge were other lines extending from her stem and stern to the sunken former flagship of the Kinsman Transit fleet. These were to hold the *Maitland* firmly in place above the *Humphrey*.

It was when he learned the tanks were air-tight that he became certain he would succeed in his salvage method, Capt. Roen stated. He rigged a manifold to handle the injection of air into the tanks from pumps aboard his surface craft. The pumping pressure and time required to fill each tank were carefully recorded for future operations. This tank-blowing operation, which included meticulous work by divers in attaching lines to valves in the sunken engine room, was one of the major steps in salvaging the ship.

Meanwhile the straits bottom was swept and a circuitous route charted for moving the *Humphrey* shoreward. The route was free of obstructions, such as rock, and the bottom was of clay, sand and gravel which would not damage the big ship as she grounded at the end of each lift and tow.

The barges raised 3,000 more tons of ore from the *Humphrey* and the divers, now four in number, really went to work. Quick-sealing cement, lowered to them in bags, was plastered over seams wherever split to make the *Humphrey's* water ballast tanks air tight. Three hundred one and one-half inch rivets were removed in the gunwale bars and the sheaves attached.

Then the 15,000 feet of $\frac{7}{8}$ -inch lifting cable were interlaced in four segments to provide quick adjustment through the sheaves.

During the winter Capt. Roen and men at his topside shipyard had studied blueprints of both the *Humphrey* and *Maitland* and determined the precise location at which the barge should take over the ship to obtain an even lift. A model was constructed of part of the *Humphrey* and used in tests.

The working out of the plan proceeded. The *Maitland* took her place, the divers attached air lines and into the big ship's tanks was pumped enough air to reduce the tonnage to be lifted from nearly 6,000 to 1,015. The *Maitland* filled her own ballast tanks fully with water and the cables from her sides to the *Humphrey* were made tight. The *Maitland* then pumped out ballast and her own lift was sufficient to ease the *Humphrey* from her year-old bed without use of an 80-foot steel tower and blower pipes which the salvager had constructed to help break the ship's bottom loose from her bed of clay.

This first lift was made on August 7th and it was then that Capt. Roen was doubly assured that his gamble was going to succeed. Six similar lifts, the last on August 29th, were made and by that time the *Humphrey* was so near the surface (14 feet) that the barge no longer could operate directly over her. The *Maitland* and the *Hilda*, another Roen-owned barge, took positions on each side of the still submerged hull and the lifting lines and sheaves were rearranged to permit them to continue the lifts and tows.

During the winter the ballast tanks of the two barges had been divided by a lengthwise bulkhead to fit them for this lifting task. The barges' tanks next to the *Humphrey* were filled with air and the outer ones with water to give the barges lifting power under the conditions.

The *Hilda*, smaller than the *Maitland*, did not have a lifting power sufficient for her half of the load. She was stationed more to the stern and the remainder of the lift on the *Humphrey's* port side was accomplished by buoyancy—forcing of more air into the forward tank on the port side. Maintenance of balance for the big ship in this three-way lift called for much study by Capt. Roen, his chief diver and a trained engineer who was kept on the job for such precise work.

The barges brought the *Humphrey's* battered forward structure above water, then the after structure and soon the gunwales and hatch combings. The lifting was completed. Divers Joseph C. Beattie and John R. Perkins went at the task of placing a temporary patch of heavy timbers over the 18 x 22-foot hole in the *Humphrey's* hull on the starboard side opposite No. 3 hatch.

During one of the lifts by the two barges the trim of the *Humphrey* went awry. The long ship took a bad port roll and almost got out of hand. A crane operator on the *Maitland*, Ben Froland, who happened to have a shotgun at his side, fired and cut the air line which was injecting too much air. The escaping air permitted the *Humphrey* to halt her roll and the day was saved with Capt. Roen scrambling about on the *Humphrey* deck to shut off valves.

After the patch on the *Humphrey* was in place, her tanks were



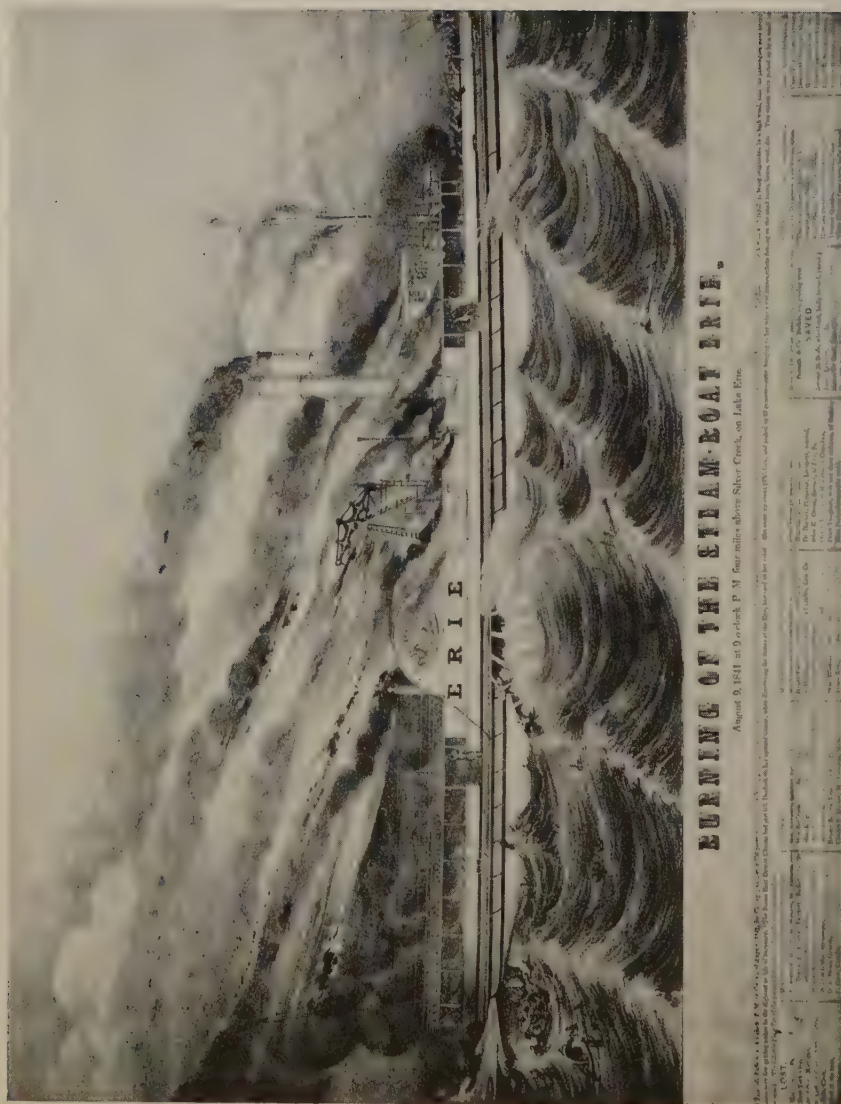
PORT OF BUFFALO (Port Series No. II). From the original etching by Louis Orr.
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Yale University Press.



DETROIT HARBOR, 1794 (Port Series I), from the original water color by E. H. discovered in Plymouth, England, and presented to the City of Detroit by Lady Astor in 1922. Courtesy of the Burton Historical Society Library.



U.S.S. MICHIGAN — 1844, from the original signed etching given by Captain R. E. England. Reproduction by Margaret Peters.



BURNING OF THE ERIE, August 9, 1841. From the original colored etching given by Captain Francis E. Gould.
(See Page 41). Reproduction by Louis Baus.



Great Lakes Historical Society Exhibit in the street display case of the Second Federal Savings and Loan Bank, September, 1944.



The Algoma. C.P.R. Passenger Steamer lost on Isle Royale, November 7, 1885.



The Assiniboia of the C.P.R. fleet. (See Page 7.)



The George M. Humphrey (Kinsman Transit) towed to port. (See Page 18.)



The Irving S. Olds (Pittsburgh Steamship Co.) in Lake Superior, December 3, 1942.
The ice covering the protective cables alongside the ship is 18 inches thick.



The Japan. (See Page 8.) Photo courtesy of Louis Baus.

pumped, she floated on her own, and the powerful tug *John Roen III* towed the wreck in triumph across Lake Michigan to Sturgeon Bay. Capt. Roen's home town had a holiday. Several thousand persons lined docks and horns and whistles shrieked in greeting to the captain and his prize.

The big ship was found to have suffered considerable damage. Much of this was because she sank so quickly, before she filled with water, and the pressure thus caved in air-filled spaces, such as the crew's quarters and hatches on the cargo hold. The smokestack had been toppled over and flattened by windrowed ice of the straits during the winter, pretty much as a tin can collapses under the foot of a patriotic wartime housewife.

Raising of the *Humphrey*, which was built in 1927 and certainly worth well over \$1,000,000 at the wartime prices at the time of her sinking, won plaudits for resourceful Capt. Roen from all quarters.

His adventure in the Straits of Mackinac cost him around \$250,000, according to his own figures, and repairs and reconditioning at going shipyard prices were expected to require around \$500,000. This would make a \$750,000 investment in a carrier whose return to duty is slated for April 15, 1945. She will have to find a place in a shipping industry which some believe is overbuilt due to the construction of over a score of large, highly efficient ships to aid the war effort.

Another important wartime salvage job on the lakes which worked out with great benefit was the recovery of the steamer *E. J. Buffington*, 600-footer of the Pittsburgh Steamship Co. fleet, which ran atop a flat-topped shoal in northern Lake Michigan in 1942. Her hull broke at two places as the ship settled under her heavy cargo of iron ore.

The company, handling the salvage with chartered equipment, which included that of Capt. Roen, scuttled the ore, floated the ship by pumping her tanks and with the breaks in her hull temporarily patched, gently towed the limber wreck to a shipyard and had her back in service in a few months to contribute to the war effort.

Illustrative of the economic and financial problem involved in salvaging ships is the case of the lakes' steamer *James H. Reed*, sunk in a collision in fog April 27, 1944, in Lake Erie, 25 miles off Ashtabula. She was older and smaller than the *Humphrey* and when no interest was shown in recovery of the ship or her cargo of ore the government had the wreck demolished to a depth of 35 feet by dynamiting. The giant ocean passenger ship *Lafayette*, nee *Normandie*, was not restored to service although her wartime raising in New York harbor cost millions.

Capt. Roen had several important salvage successes and no failures to his credit before tackling the *Humphrey* gamble. After becoming a sailor

at 14 in his native Europe, he came to this country in 1906, farmed near Morris, Illinois, for two years while learning our language, then took to Great Lakes sailing as so many Norwegians have — and with great success. From deckhand he quickly became a tug owner, then ship and barge owner, operating in the lumber trade.

His earliest salvage work of importance was done in 1935 when he recovered his own barge, the *Transport*, in Lake Superior after she drifted around while loading pulpwood and was battered by a storm. After Lake Michigan's costly Armistice Day storm of 1940, he salvaged the steamer *Sinaloa* after she was abandoned and sold her for conversion into the self-unloader which she is today. He recovered for the owners the *Frank J. Peterson*, which was considered an almost hopeless wreck after the same storm. She is now in ocean wartime service.

In 1941 he salvaged the *Sparta* in Lake Superior. He has worked with others on several salvage jobs and has his own shipyard at Sturgeon Bay which has built a number of army craft and operates his fleet tugs and barges.

Capt. Roen salvaged from the *Humphrey* approximately 11,000 tons of ore which he sold to aid in paying for the salvage expense. The remainder, caked to cement-like hardness, was blown to bits 60 feet under the water's surface and raised by an air lift which had been used successfully on the oceans but was undergoing its first Great Lakes test. Much of this ore was lost.

The captain stated the *Humphrey*, when being moved shoreward, passed through water deeper than at the spot of the sinking. When the first lift and tow was being made, she struck a sand bar on the straits bottom, the bar held the ship at one "corner" of her bottom, the captain reported, and it held her firmly. Soundings showed water at the opposite end of the 600-footer was 90 feet deep. Since it was late in the day, the *Maitland* had to maintain her pickaback lift on the *Humphrey* all night to hold her in safety. The next morning the lift was increased sufficiently to swing the big grounded ship free. In making the first lift, the captain stated the *Humphrey's* suction in her year-old bed was 600 tons instead of the 2,000 tons which he had expected.

Salvage of the *Humphrey*, while it occupied most of his time, was a sideline with the ingenious Capt. Roen. His tugs were on the *Humphrey* job only when not required for towing pulpwood barges. While the tugs were away the barges towed themselves while lifting the big ship by use of their anchors and chains. This is not all of this little side story. Capt. Roen, the man who refuses to be stopped, had raised from the sunken ship the very deck engines on the barges which were winding in the anchor lines and pulling themselves forward.

Sam Ward

1784 - 1854

By MARIE E. GILCHRIST

Sam Ward was born in the State of Vermont
Of preacher and trader stock.
An English ship-builder was his granddad;
Sam was a chip of that block.

At Salem, Ohio, he built his boat,
He named her the Salem Packet —
A floating Yankee peddler's kit
With a captain who slept in his jacket.

He carried government goods up the Lakes
Through waters wild and uncharted;
He traded from post to post along shore,
Close-fisted and hickory-hearted.

Settlers and Indians gathered around
And he dealt his wares out briskly:
Fish-hooks and calico, powder and shot,
Spices and tea and whiskey.

He built his home at Yankee Point
On the Saint Clair River's shore.
The Erie Canal was finished on time —
Sam had a ship ready before.

The Saint Clair, a schooner of twenty-eight tons;
Betsey, his wife, wove the sails.
He went to Green Bay for a cargo of potash,
Gunstocks, and furs in bales.

He cleared for New York, struck masts and rigging
At Buffalo, towing blandly
To Albany, where he hoisted his sheets
And sailed down the Hudson grandly.

He sold his cargo and loaded with goods
For a firm in Muskingum County —
The first boat through the Canal from the Lakes —
He hoped they'd give him a bounty.

Instead of a bounty, he had to pay toll;
Sam drew his purse-strings tauter.
He cleared six thousand on the trip,
And stuck to inland water.

When the Michigan Central reached Lake Erie
Sam had a steamer ready
And a contract to carry Chicago's mail
From the port of Buffalo, steady.

Six feet tall and gray of eye,
Plain and neat as a tailor,
A trader who liked to sleep ashore,
He never was much of a sailor.


He always launched his ships on Sunday,
He liked hymns better than praying.
Fuel was cheaper than victual, he'd say,
And his captains risked no delaying.

His nephew managed his ships for him,
His niece outfitted them neatly.
The old Ward Line was the pride of their hearts
And the dollars rolled in sweetly.

At Yankee Point (as Newport known)
In his big brick house he died,
Off watch and the first mate at the wheel —
And he lies by his Betsey's side.

The material for this ballad was found in William L. Bancroft's "Memoir of Captain Samuel Ward," *Michigan Pioneer & Historical Collections*, volume 21, 1892. Mr. Eber Ward Cottrell of Cleveland, then close to 90 years old, corrected me on one or two points.

— M.E.G.



Among the Collectors

THE GREAT LAKES HISTORICAL SOCIETY numbers in its membership an enthusiastic group of collectors of pictures of lake shipping, a hobby that is as close to the general ideas of this Society as any hobby could be, and it is planned to give attention to these collections from time to time in this journal. Their value for historical purposes is considerable and it is gratifying to know that some collections are already destined to go ultimately to a historical society or library where their preservation will be assured.

While most collectors are inclusive in their tastes, being interested in all types of ships that have sailed the lakes, others prefer to limit their search to particular types or periods. The important thing in this, as in many other hobbies, is to assemble the data, to gather as much information as possible about every ship that comes under notice and to record it in such a way that others coming later will be able to understand the information so assembled.

One of the best known picture collections around the Great Lakes is that which has been brought together by Mr. William A. McDonald, of Detroit, and in answer to a request for information concerning his collection Mr. McDonald has written as follows:

"Like a good many others who did a bit of steamboating in their youth, I did not begin to take an interest in the boats until I had taken up other pursuits ashore. Perhaps distance lent enchantment, but at any rate when I got my first kodak, I began to take pictures of the vessels I saw on excursion trips and on strolls along the docks.

"After I had taken quite a number of pictures, I undertook to mount them in an album according to type. Then it suddenly dawned on me that I was seeing the end of an era in Great Lakes transportation. The schooners were almost all gone and the wooden steam barges and their consorts were rapidly disappearing. The passenger and package freight liners were also on the decline. Then I started to hunt up pictures of the old boats with the idea of making a collection that would show the changes in appearance, size and construction of Great Lakes vessels. I soon found out that the pictures did not tell the whole story. I wanted to know something about the boats and so started the search for marine directories, vessel lists and other books pertaining to Great Lakes transportation.

"I prefer actual photographs rather than paintings or lithographs and collect pictures of Great Lakes vessels only. I have no idea how many pictures I have, never thought of counting them. I like all of them from my colored postcards up to the 8 x 10's from the professional photographer, and the older they are the better I like them. The present-day bulk freighter does not interest me as much as the old timers. I am constantly changing and re-arranging my albums, adding new items and replacing others with better views when they turn up. I have pictures of all types of vessels from the barkentines and schooners up to the present 600-footers. I have wandered into some queer, out of the way and down at the heel places looking for pictures and books and have been fortunate enough to find some rare items and also meet some interesting people.

"I can't really say that I specialize in any particular type of vessel. The side wheel passenger steamers with beam engines probably top the list with the passenger and package freight propellers a close second. The small wooden steam barges mean a lot to me, as in them I can see more individuality in construction and more pride of ownership than in the 'line' boats. That's about all on pictures.

"In my library I have most of the books that have been published since the 90's that apply to lake commerce. Among them are Beer's two volumes *The Great Lakes*, J. O. Curwood's *The Great Lakes*, J. C. Mills' *Our Inland Seas* and so on up to Bowen's and Havighurst's books and the present American Lakes Series.

"I prize highly my copy of Stanton's *American Steam Vessels*, also my *Around the Lakes*; a catalogue of vessels built by the Detroit Drydock Company up to 1895. I am also fortunate in having Beeson's Directories from 1892 to 1915, a Polk's Directory for 1884 and several of Mitchell's and Green's Directories, Lake Carriers Association Annual Reports, lists of merchant vessels of the U. S. and for Canada; as well as a few travel guides, time tables, etc., of the passenger lines. Besides these a scrap book, odd copies of the *Marine Record*, *Great Lakes News* and a few odds and ends about tell the story of my library."

Louis Baus, veteran photographer for the *Cleveland Plain Dealer*, after years of collecting historical data relating to Cleveland, was attracted to Great Lakes shipping a few years ago. His particular interest is in passenger ships and in the package freighters which carried passengers in the earlier days of Great Lakes Commerce. He is interested in freighters only of special types. Mr. Baus has done fine service by unearthing and restoring many photographs of old vessels, work which only an experienced photographer could do. The albums in which his

collection is mounted are interleaved so that all the information concerning any vessel is immediately beside the picture.

Capt. Frank E. Hamilton, master of the passenger steamer *Put-in-Bay*, has sailed many years and is one of the comparatively rare lake masters with deep-sea license. He sailed transports in the European and African areas during World War I. Capt. Hamilton is a general collector of Great Lakes shipping material, specializing in ships of the past. He has pictures and information on the passenger ships pretty well collected and is now extending his interest to wooden freight carriers. He knows the history of Sandusky Bay and western Lake Erie ships and sailing men thoroughly.

Loudon Wilson, of Fairhaven, Michigan, is a commercial artist who resides in the St. Clair River district, an area rich in maritime history. Mr. Wilson specializes in photographs of old schooners and side-wheelers and makes oil paintings from many of the pictures. His collection is one of quality more than quantity.

James McCannell, whose home is in Port McNicoll but whose profession of geologist takes him into distant Canadian areas, was for some years on the Great Lakes and is a general collector. He has photos of many of the modern bulk freighters but is more interested in the Georgian Bay fleets of the past. His father, Captain James McCannell, was for many years with the C.P.R. fleet on the Upper Lakes and was a painstaking historian of Great Lakes shipping.

Harry G. Ellsworth, of Port Colborne, Ontario, has what is probably the most extensive collection in Canada. His interests are general and he is constantly adding to his holdings. Mr. Ellsworth has also assembled much information regarding the vessels of the past and is now putting this in such form that it will be permanently useful. Mr. Ellsworth has from time to time contributed short articles to the press on early lake vessels, with illustrations drawn from his collection of pictures.

W. Russell Brown of Port Arthur is another Canadian collector who also writes occasionally for the press on Great Lakes topics. He is particularly interested in the vessels which in earlier days traded into Port Arthur, Fort William and other ports on the north shore of Lake Superior and it is with these vessels that his articles have chiefly dealt.

Collectors agree that an outstanding job of gathering pictures and other historical material has been accomplished by Herman G. Runge of Milwaukee who has made his hobby a fulltime job for several years. Not only does Mr. Runge own thousands of pictures but he possesses a vast storehouse of information, instantly on call, regarding lake statistics.

NOTES

Save the Wolverine!

The hundredth anniversary of the old-time Michigan, later known as the Wolverine, has evoked many articles on its history. INLAND SEAS is happy to take cognizance of this event by printing a plea for saving this historic vessel, written by one of our own members.

THE YEAR 1944 was the hundredth anniversary of the placing in commission of the iron, side-wheel steamer *Michigan* at Erie, Pennsylvania.

In 1843 this steamer was built of iron at Erie, fabricated at Pittsburgh, and hauled to Erie by canal and ox teams, which, in those days of transportation, must have been a long and laborious piece of work. But, as the saying is, those were the days of "wooden ships and iron men."

The *Michigan* was rigged as a barkentine, and so appeared when, as a boy, I often went on board her in the steam pinnace. This interested me as much as the ship herself. In those days she laid at anchor in the Detroit River, often with the revenue cutter *Fessenden*, off the foot of Woodward Avenue on what was known as "Chicken Bone Reef." This name was based on a sailors' yarn that the officers on these two ships always had chicken at meals, throwing the bones out of the deadlight and thereby creating the reef! She had a crew of regular Navy men of the old school. They were tanned black from service on the China station, and had tattoo marks of every possible design. Boys never missed this, and longed for the day when they could be as tough and black from exposure.

In her long history she never really served as a warship. Her work was rather police work—driving the Mormons from the Beaver Islands in Lake Michigan, keeping the Fenians from entering Canada at the Niagara River, and some service at Johnson Island, Sandusky, where Confederate prisoners were kept during the Civil War.

About 1905 her name was changed to *Wolverine*, as the Navy was building a new battleship, to be called *Michigan*. Many years later she was placed in charge of the Pennsylvania Naval Reserve, and there did good service as a training ship.

(Now she is technically nameless, as in 1943 the Navy gave the name *Wolverine* to the lake steamer *Seeandbee* when this was converted for use as a training ship for carrier pilots.—Ed.)

Now the *Wolverine* lies in Misery Bay, Erie, where Perry's ships that won the Battle of Lake Erie were built. She lies neglected and forlorn, but not forgotten, a sad wreck of her former self, her woodwork gone, but with the same iron hull, practically as good as it was a hundred years ago. Also she still has the same engine, though with a new boiler.

She was the first iron-hulled ship of the United States Navy. The British Navy did not adopt iron for many years. The closest approach in her era is an iron ship, not much larger, built for the East India Company in 1837, together with another in 1839. In those days and for many years later, all East Indiamen were armed.

So now on her hundredth anniversary the old ship lies in the mud, alone and forgotten by the Government and all so-called technical societies. For a mere pitance she could be restored and preserved, so that future shipbuilders and engineers could actually see the handiwork of the builders of a century ago.

Surely in the long roster of the American Navy many famous men must have trod its decks. On this account it would appear to be the job of the Navy to restore this ship and keep her up by seamen of the new school.

The *Michigan* still floats as the symbol of the treaty of 1812 between Canada and

this nation. In her one hundred years she has never fired a gun or made an unfriendly gesture at our Canadian neighbors.

While the *Michigan* may not have the historic interest of Nelson's *Victory* (built of wood in 1765), the latter is carefully preserved at Portsmouth, England, with a full complement of men to care for her. I have visited her twice.

Surely we are not all dollar-minded. May not the sentiment of worthy survival of ancient things prevail, and keep for the future this wonderful piece of the handiwork of a century ago?

CAPT. R. W. ENGLAND.

Buffalo Piers and Lighthouses One Hundred Years Ago

APPROACHING Buffalo Harbor Entrance today, eyes may be directed toward the South Pier where the old stone lighthouse erected in 1833 gracefully shows an appearance worthy of days gone by. This tower, abandoned some years ago for lighthouse purposes, is now used by the U. S. Coast Guard as an observation post. The first lighthouse, built near the mouth of Buffalo Creek, completed November 1, 1818, was located at about the center of the lighthouse slip near the present lightkeeper's dwelling.

In 1833, when the South Pier stone sea wall or mole was completed, the handsome cut-stone lighthouse was completed and surmounted by a fine iron and glass lantern. In this was installed, after 1852, a third order dioptric Fresnel lens illuminating an arc of 216 degrees. The tower at first had a fog bell, but this was taken down in 1880, when the fog-signal station was established on the breakwater. The 1833 light was 76 feet above the waters of Lake Erie and painted white, better to serve as a day mark. Of course, we do not see the lens in the lantern today. That was safely removed and used elsewhere.

Upon entering the tower we behold solid stone steps, each being an integral part of the tower wall and overlapping each other, forming a stairway, and centering radially forming the center column of the tower. Looking closely at the iron roof we see several lion-headed downspouts of cast iron. This structure has withstood many a storm and battled the elements for a hundred years, but still is in excellent preservation. Support for this tower meant a tremendously strong foundation; additional to this, a protection to the land shoreward was necessary. Dating back to 1826, a real start had been made to build the mole which also supported the lighthouse 14 feet above the water. This stone seawall extended some 1500 feet from the spit of land to the lighthouse.

The original troublesome bar at the mouth of Buffalo Creek was made by the detritus brought down by the stream and by the sands moving along the lake beach towards the Niagara River. It was necessary not only to excavate the channel across the bar but to build protective structures which would prevent the sand borne by littoral currents from filling it up again. This was originally accom-

plished by the pioneers of Buffalo. The early residents did not have much money but they had abundant faith and plenty of "sand" in their make-up to combat the sands of the bar. Several of them clubbed together and borrowed \$12,000 from the state of New York, a large sum in those days, giving personal notes for the amount. They then went to work and dug their channel and to protect it, built a portion of what are now the U. S. Piers, of timber cribwork filled with stone, and of piles and brush. Although it has passed through vicissitudes, this is the entrance channel today.

This preliminary work done, the struggle to secure the primitive entrance channel was accomplished with funds advanced by the enterprising citizens of Buffalo and afterwards refunded by the state of New York, the State assuming control of the harbor. The U. S. Government had not yet extended a helping hand in 1820. The mouth of the creek was 60 rods north of where it now is, the stream running for that distance nearly parallel to the lake. The ridge between them was found to be of gravel, so solid that it could not be removed by manual labor without immense expense.

Previous to this time, the South Pier at the entrance proved to be a very troublesome structure to maintain. It was exposed to the full force and fury of the storms of Lake Erie, and the frail structures first put up were washed away again by many a southwester. In those days the construction of a project as large as this, consumed a greater part of the government's appropriation up to 1839. The old timber constructed piers previous to 1826 gradually gave place to the heavy cut stone work, well cemented with lime mortar, as we observe most of the wall to be today. Along the channel below this wall was a heavy stone paved towing path for handling canal boats.

In 1826, the entrance channel was eight feet deep. In 1832, it was proposed to excavate the creek to 10 feet. This

depth had been accomplished by 1835. High water prevailed from 1838-48. The arrivals and departures of vessels had gradually increased, amounting to 9,441 with a tonnage of 3,092,427 in 1852—ten times as great as in 1827. Up to 1850, when a ship arrived in Buffalo with a load of grain, it was unloaded by a string of men climbing up a ladder with full baskets on their shoulders, emptying the grain in bins, and going down another ladder into the bowels of the ship with empty baskets, and painfully repeating the process hour after hour. Vastly different from the efficient unloading methods of 1945.

LT. COM. ARTHUR J. BECKWITH,
U. S. Coast Guard.

Cleveland Power Squadron

THROUGH THE COURTESY of the Cleveland Public Library, the north basement room of the Carnegie West Library, 1900 Fulton Road, is now occupied by Cleveland Power Squadron of the United States Power Squadrons.

The United States Power Squadrons was organized as the Power Squadron of the Boston Yacht Club in 1912, to create interest in motor boating and small boat handling. The movement was taken up in other cities and, to provide a national body to oversee the work, the United States Power Squadrons was incorporated in 1914, under the laws of Massachusetts. It was reincorporated under the laws of the District of Columbia in 1940. Its objects are to establish a high standard of skill in the handling and navigation of yachts, to encourage the study of the science of navigation, to coöperate with the agencies of the United States Government charged with the enforcement of the laws and regulations relating to navigation, and to stimulate interest in activities which will tend to the up-building of our Navy, Coast Guard and Merchant Marine.

With the onset of World War I, the movement received a great impetus, and

many charters were granted, including one to Detroit in 1916. Many instruction classes were held all over the country, but particularly on the Atlantic Seaboard.

At the conclusion of the war, the movement languished nationally and became concentrated around New York City. All distinction between power and sail disappeared, and the courses were broadened to include from how to behave yourself at a dock to celestial navigation on the high seas.

Owing to the efforts of William K. Anderson of Detroit, the Detroit Power Squadron was re-established in 1936, followed by Toledo, Sandusky and Cleveland in 1937, and others, until now there is no Great Lakes harbor of consequence which is without a Squadron or instructional facilities furnished by Squadron men. All instructors donate their services, and no charge is made to students, except for texts and printed material.

Cleveland Power Squadron received its charter on May 13, 1937, with T. M. Steinhart as its first Commander. It was incorporated May 16, 1939, as a corporation not for profit, under the laws of Ohio. It is now conducting piloting, advanced piloting and junior navigation classes, and is prepared to conduct a navigator class and special courses in air navigation, motor mechanics, seamanship, signalling and weather, if sufficient interest is shown. Only the piloting class is open to non-members, except that interested service men have always been welcome, and the only way to become a member is by passing an examination at the end of the piloting course. Cleveland Power Squadron also sponsors a Seamanship Training Corps, which teaches high school students about to be drafted some of the fundamentals of seamanship. Over 20 per cent of the membership of 230 is in the Armed Forces, and there is one gold star on the Squadron's Service Flag. Members in service are mostly in the Navy, Coast Guard or Army Amphibian Command, and many of the members

not in service are in the Coast Guard Auxiliary or Reserve, patrolling the local water fronts and releasing regular Coast Guard men for active duty.

All meetings of the Squadron and of its classes, other than the Seamanship Training Corps given in the high schools, are held at its station in the Carnegie West Library. With the authorization and aid of Mr. Clarence Metcalf and the library personnel, tables and a black-board have been set up for classes, and a speaker's table and chairs for meetings. The walls have been hung with charts pertaining to the Squadron's courses, and visual aids have been furnished through the Coast Guard. Members are bringing in books concerning yachting and navigation, and some navigational exhibits have been given to the Squadron. The Squadron has a permanent committee on a Marine Museum and Nautical Library. This committee includes Past Commanders Milton N. Gallup and A. A. Mastics, who are also Trustees of the Great Lakes Historical Society. It is hoped that this committee will successfully tie in yachting and similar exhibits with the more historical and literary interests of the Great Lakes Historical Society.

C. W. STAGE, JR., *Commander,*
Cleveland Power Squadron.

Resolution of the L.C.A.

THE EXECUTIVE COMMITTEE of the Lake Carriers' Association adopted the following resolutions as of May 1, 1944:

"Be it resolved that the Lake Carriers' Association commend the officers of the Great Lakes Historical Society upon formation of that organization, and that the Association coöperate with the Society insofar as possible:

"Be it further resolved that a copy of this resolution be transmitted to the Great Lakes Historical Society."

Gifts to the Great Lakes Historical Society

THE FOLLOWING ITEMS have been received by the Great Lakes Historical Society and are gratefully acknowledged:

Books and other publications:

Schoolcraft, Longfellow and Hiawatha by Chase S. and Stellanova Osborn. Lancaster, Pa., Cattell, 1942; gift of the authors.

Conquest of a Continent by Chase S. and Stella Osborn. Lancaster, Pa., Science Press, 1939; gift of the authors.

History of the Great Lakes by T. B. Mansfield. Chicago, Beers, 1899; gift of the Marine Engineers Union.

Lore of the Lakes by Dana T. Bowen. Daytona Beach, Florida; gift of the author.

Oliphant and Its Islands. Lake Huron. Historical and descriptive sketches. By Irene Monkman and Roy Fleming. Ojibway Crafts, Toronto, Canada, 1912; gift of Roy T. Fleming.

Great Lakes Scrapbook of clipped articles and pictures by Roy T. Fleming; gift of the author.

Ships of the Great Lakes, 1680-1942. Mariners' Museum, Newport News, Va., 1943. (Publication No. 12 of the Mariners' Museum); gift of the Museum.

Long Point and its Lighthouses by J. A. Bannister (Western Ontario History Nuggets, No. 5), Lawson Memorial Library, University of Western Ontario, London, Ontario, 1944; gift of Fred London.

Story of the Marine Engineers Beneficial Association No. 2 by William Kelly; gift of the author.

Early Great Lakes Steamboats, the Ontario and the Frontenac (reprinted from

The American Neptune, vol. III, no. 4, 1943), by H. A. Musham; gift of the author.

Rhythmic Fluctuations of the Levels of the Great Lakes (in Journal of the Western Society of Engineers, vol. 48, no. 4, December, 1943), by H. A. Musham; gift of the author.

The Shipyard in Old Portage, prepared by The Summit County (Ohio) Historical Society, Arthur H. Blower, Historian, 1942. Mimeographed pamphlet; gift of the author.

Steamboat Bill (Steamship Historical Society of America), complete file of issues; gift of James Wilson.

Lake Erie Breeze, various issues; gift of the Austin Steamship Company.

Pictures:

Original signed etching by Wilson, *U.S.S. Michigan 1844*, gift of Capt. R. W. England.

Pencil drawing, framed, of the *H. P. Murray, 1880*, gift of Capt. J. D. McPherson.

Framed prints, *Soo Canal, 1875*, two views, the gift of R. B. Wallace.

Old colored print, framed, *Burning of the Erie, 1841*, gift of Capt. Francis E. Gould.

Photographic prints, both rare old ones and modern have been received from:

Louis Baus, Cleveland Plain Dealer.

H. Ellsworth, Pt. Colborne, Ontario.

W. A. Garner.

Thomas J. McDowell.

Milwaukee Harbor Commission.

Ernest Niebergall, Sandusky, Ohio.

William O. Stubig, Sandusky, Ohio.

Cleveland Exhibit

AN EXHIBIT featuring the Great Lakes Historical Society was shown in the Euclid Avenue window of the Second Federal Savings and Loan Association in Cleveland from September 15th to 28th, 1944. A picture of the exhibit is in this issue of INLAND SEAS.

Marine watercolors of lake boats were loaned by the artist, Mr. George M. Bennett, who is also a member of the Society. The rare old print of the "Burning of the Erie," gift to the Society of Captain Francis E. Gould, marine objects from the Western Reserve Historical Society,

and books by author members, Marie Gilchrist, Fred Landon, Dana Bowen, Chase Osborn, Walter Havighurst, George Cuthbertson and Grace Nute made up the display.

From the interest shown by passersby new memberships and inquiries resulted. Other banks requested the loan of the exhibit and it was later shown at the Provident Building & Loan Association and the Southwestern Savings & Loan Company. The officials of these companies were greatly pleased with the public response and felt that the exhibit stressed a field of civic importance as well as personal interest to people of a Great Lakes port.

BURNING OF THE STEAM-BOAT ERIE

Text of the Lithograph reproduced on page 24

August 9, 1841, at 9 O'Clock P.M. four miles above Silver Creek, on Lake Erie

Steam Boat Erie left Buffalo, at 4 o'clock, P.M. on the 9th of August, 1841, for Chicago, with over 250 persons on board, including passengers, officers and crew, heavily laden with merchandise, &c. and had proceeded 40 miles up the Lake, when about 9 o'clock, the vessel was discovered to be on fire. The flames burst forth with such rapidity, being heightened by a high wind, that the passengers were forced overboard with scarcely a . . . preparation — very few getting access to the slightest article of buoyancy. The Steam Boat Dewitt Clinton had just left Dunkirk on her upward course, when discovering the flames of the Erie, hastened to her relief. She came up about 11 o'clock, and picked up 27 persons — some hanging to her wheels and braces, others floating on the small boats, boxes, wood, &c. Two others were picked up by a small boat from the shore, making . . . total number saved. The following is a list of the persons lost and saved, as far as ascertained:—

LOST

- M. Camp, Harrisburgh, Pa.
- C. Pool, New York City
- S. Cobb, Ann Arbor, Michigan
- Torp, New York, wife and three children
- Gelston, Erie, Clerk

- Jones, Steward of the boat,
- Mrs. Giles Williams, Chicago
- Charles J. Lynde, Milwaukee
- S. Lynde, Homer, N.Y.
- Mrs. William H. Smith, and child, Schenectady
- A. Sears, P. Barbier, H. Weaver, W. Thomas,
- Evarts, P. Finney, Painters, in the employ of William G. Miller
- Miss A. Miller, Buffalo, sister of W. G. Miller
- William Griffin, Mississippi
- D.S. Sloan, Geneva
- F. Stow, Canada
- William Sacket, Michigan
- Mrs. Spencer, and two children
- Mrs. Dow
- Mrs. Robinson, Ballston Spa, N.Y.
- Miss Robinson, " " "
- Miss King, " " "
- Mr. Moore, lady, and two children, from Yates Co.
- Orin Green, Rushville, Yates Co.
- Roome Button, from near Fort Plain
- Charles S. Mather, Mt. Clemens, Michigan
- Mr. Miltemore and wife, Dentist, Chicago
- Von Ockerman, a German, tinner,
- Mr. Sherman and daughter, Hamburg, Erie Co.
- Mr. Nelthorpe, a Danish Gentleman
- Henry Freeman, on his way to Milwaukee
- J. Harrington, late of White's Corners, Erie Co.
- Luther Fuller, wheelman

LOST — (cont.)

William Cheats, waiter, colored
 William Winters, " "
 James Read, " "
 Robert Smith, head cook, "
 Henry Vosburgh, 2nd cook "
 David Mills, 3rd cook, "
 Israel Vosburgh, porter, "
 William Sparks, 2nd porter, Colored
 Dr. Hackett, Physician, Lockport, colored
 Silas K. Green, fireman, of Erie, Pa.
 Oliver Nadeau, of Montreal, a Canadian
 Peter Vaughart, wife and three children, of Buffalo
 Eliza Packenham, cabin maid
 Miss Griffin, New York
 John Allen, 2nd Engineer
 Mr. Carpenter
 Besides, 120 Swiss passengers, shipped by Messrs. Parsons, & Co. Buffalo, emigrating west

SAVED

Jerome McBride, wheelman, badly burned, (dead)
 James Leverty, "
 Hiram De Graff, passenger
 Theodore Sears, Painter
 J. H. St. John, passenger to Chicago
 Christian Durler, Holmes Co. Ohio
 C. Hogg, Holmes Co. Ohio, badly burned
 Alfred O. Wilkinson, East Euclid, Ohio
 Thomas J. Tann, Pittsford, N.Y.
 John Winchell, Buffalo
 Son of George Beebee, Cleveland
 Harrison Porrester, Harbor Creek, Pa.
 Thomas Quinlin, Middlefield, Mass.
 Three German Passengers, badly burned
 Giles Williams, Chicago

Mrs. Lynde, Milwaukee
 —Rice, Hydraulics, Buffalo, badly burned
 Capt. T. J. Titus, Captain of the boat
 Dennis McBride, 1st Mate
 William Hughes, 2d Mate
 Edgar Clemens, 1st Engineer
 Luther B. Searls, Fireman
 Robert Robinson, colored man, barber
 —Johnson, colored man, 3rd Cook
 William Wadsworth, one of the band, Erie, Pa.
 Frederick Parmelee, Bar keeper

REFERENCES

- Fig. 1, Capt. Titus — after seeing all clear in the aft part of the boat, is about leaving her for his yawl.
 Fig. 2, The man upon the upper works of the engine, seen to fall wrapped in fire.
 Fig. 3, Luther Fuller the man at the wheel — burned to death at his post.
 Fig. 4, Mrs. Lynde, who was saved by her life preserver, the only female saved from the wreck.
 Fig. 5, Mr. Parmelee giving his plank to M—— who was saved upon it.
 Fig. 6, The boy who was saved by holding to the rudder chains.
 Fig. 7, Mr. Williams, who saved himself by fixing and throwing overboard a wheat hopper, and holding to it.
 Fig. 8, The fender on which Parmelee was finally saved.

The above plate was carefully arranged from a minute description in detail, by Capt. Titus, Master.

QUESTIONS AND ANSWERS

INLAND SEAS offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.

(1) Does anyone know where an account may be found of the ship which sailed from Lorain in 1812 to attack Canada? It carried an old French cannon and ample cider for the crew. When the gun was fired at the enemy it exploded apparently with no disastrous effects as

it reached the home port. It may be that this was the first naval action of the War of 1812.

(2) The ship Don Juan of Austria captured in Manila Bay was used as a naval training ship at Cleveland. What was her name when she was rechristened?

(3) Where can a picture be located of the *Stella Whipple* on which the famous regimental mascot, the eagle Old Abe, was taken to Madison, Wis., in Civil War times?



Book Reviews

LAKE HURON, by Fred M. Landon. Indianapolis and New York, The Bobbs-Merrill Co., 1944. \$3.50.

"Plenty of professors are crammed with knowledge, but can't seem to get it out in an even flow. Mr. Landon is more fortunate." So truly writes a reviewer in the Canadian magazine, "Saturday Night," describing the first book in the "American Lakes Series," edited by Dr. Milo M. Quaife of the Burton Historical Collection of Detroit.

Lake Huron, being the first Great Lake to be seen by a white man, is the proper choice to begin this exciting series. And *Inland Seas* feels a proper pride that the skipper chosen for the flagship of this literary fleet has consented to pilot our own new venture. A distinguished historian who is Librarian and Associate Professor of History in the University of Western Ontario, Mr. Landon has also the fresh-air style that he owes in part to his past newspaper experience. No one will ever go to sleep over *Lake Huron* and even readers who know the lake well should learn a lot.

Georgian Bay and Lake St. Clair are also included in this attractively illustrated book, whose only want is one which Mr. Landon will be the first to admit: that it has no good map. The story begins with the discovery of Huron, by Samuel de Champlain, not the first white man to look on its waters but the first to record the fact. The first to see Lake Huron may well have been Etienne Brulé, the French lad who learned the Huron language and became in some ways more Indian than the Indians themselves. His exploring achievements are impressive; our own member, Mr. Louis H. Burbey of Detroit, has studied his career, and will, it is hoped, give the Great Lakes Historical Society the benefit of his knowledge.

Missionaries, traders, writers and sailors have all visited the lake, its shores and islands, and are duly recorded in this book. From the wide variety of great men mentioned who are associated with the Lake, may be selected David Thompson, "one of the greatest land surveyors that the British race has ever produced," who traveled at least 50,000 miles; Dr. William Beaumont, who revolutionized medical knowledge by his study of the strange case of Alexis St. Martin, the French Canadian whom a gunshot wound left with an opening that penetrated into his stomach, and so permitted first-hand observation of digestion; and Gen. George G. Meade, the victor of Gettysburg, who from 1857 to 1861 was chief of the Great Lakes survey. The only name missed is that of Constance Fenimore Woolson, whose novel, *Anne*, is bought by almost every visitor to Mackinac, and whose vivid stories of Lake Huron and the St. Clair flats would, if reprinted, find many readers today.

Mr. Landon's chief interest, however, is that of many of the members of our Society; ships, their building and their often tragic end. There is a chapter on the great storm of November 9, 1913, "the blackest day in the history of navigation on the Great Lakes," when ten ships sank, more than twenty others were driven ashore, and 235 sailors lost their lives. Huron, like other waters, has its mysteries of lost vessels; they lose nothing of their fascination in Mr. Landon's telling.

While some readers will wish there was more about the plant and animal life of the region, a 400-page book cannot have everything, and Mr. Landon has chosen from the available abundance, wisely, surprisingly widely, and well. It is a book which will delight all lake lovers.

SCHOOLCRAFT—LONGFELLOW—HIAWATHA, by Chase S. Osborn and Stellanova Osborn. Lancaster, Pa., The Jaques Cattell Press, 1942. \$5.00.

Hiawatha, the Indian hero made famous by Longfellow, might have been known to us as Manabozho. This is another Indian name for Hiawatha, and Longfellow once considered giving his poem this title. For that matter he might have been called Tarenawagon or Michabou, for he is also known by these names.

This is one of the many odd bits of information from this 700-page book by Michigan's grand old man, ex-Governor Chase S. Osborn, written in conjunction with his adopted daughter, Stellanova Osborn.

Although not directly about the Great Lakes themselves, it is a real Lakes book, as its dedication indicates: "To the Great Lakes region of North America, which is without equal; also to its sturdy pioneers, both white and red, who inspired Schoolcraft and Longfellow."

The Hiawatha country "may be roughly described as the basin whose waters flow into Lake Superior." It owes an incalculable debt to an early immigrant there, Henry Rowe Schoolcraft, born in 1793 in Albany County, N. Y. He came to the Lake Superior country as a geologist in 1820, and two years later was appointed Indian agent. No better choice could have been made. He liked the Indians, and the Indians liked him. He gathered from them all sorts of lore that otherwise would soon have been lost, publishing his results in many volumes, the largest being a huge six-volume survey on the Indians, published from 1851 to 1857. Only his contemporary George Catlin can compare with him in knowledge of the Indians.

One of the ways in which his influence survives today is in the place names of the Northwest. Lake Itasca, the source of the Mississippi, was named by him. Many other Minnesota and Michigan names are due to him. He wanted, incidentally, to call Lake Superior Lake Algoma, an invention of his own, meaning "Algonquin Sea." Though he failed in this, the name has survived in a neighboring district in Ontario.

Schoolcraft's most famous pupil was the poet Longfellow, who derived his knowledge of Hiawatha and of Indian legends in general from Schoolcraft. The latter put the poet in touch with the Chippewa chief Mendoskong, who resided on the American side of the Sault and who lived into Governor Osborn's time. Another Indian with whom Longfellow talked was Shingwauk, after whom is named a home for Indians at Sault Ste. Marie, Ontario.

That Longfellow drew on Schoolcraft, has been recognized to some extent. It is Governor Osborn's merit to have settled this beyond the shadow of a doubt. He has collected passages in Schoolcraft's books, following them with the Longfellow lines which grew out of them.

After the Longfellow part of the book comes a detailed life of Schoolcraft, with an extensive list of books consulted. Governor Osborn prints the 48 unpublished letters of Schoolcraft, now in the Sault Ste. Marie, Michigan, Public Library. This library incidentally has also practically all of Schoolcraft's books, the silver plate from the casket of John Johnston, his father-in-law, and portraits, in oil, of Schoolcraft's chil-

dren. Anyone wanting to study Schoolcraft's career will have to go to Sault St. Marie, Michigan.

Readers will enjoy the remarks, made in passing, that come out of the author's own colorful career. There is also, and here all users of the book will give three cheers, a detailed and very satisfactory index.

MARINE ENGINEERS BENEFICIAL ASSOCIATION, No. 2. Story of M.E. B.A., No. 2, by William Kelly, corresponding secretary. (Gift of the author.)

A brief mimeographed history of the organization from its beginning in 1864 to 1942. The Association receives credit for raising ship wages from the low figures of the early days to the satisfactory scale of today. At one time chief engineers were paid only \$50.00 a month, and assistants only \$35.00. In 1936 it aided in the enactment of the eight-hour law for workers on lake boats.

This study of this workers' organization should be interesting to all who have to do with operation of boats on the Great Lakes.

LONG POINT AND ITS LIGHTHOUSES, by J. A. Bannister. London, Ontario, Lawson Memorial Library, University of Western Ontario, 1944. (Western Ontario History Nuggets, No. 5.)

Long Point, sticking out from the Canadian shore of Lake Erie, opposite Erie, Pa., has long been a menace to ships. Its early history and that of its lighthouses have now been told by Dr. J. A. Bannister, a retired principal of Peterborough Normal School, who resides in Port Dover, Ontario. The article was first printed in the Simcoe Reformer, July 9, 1942, and now receives a wider distribution.

In 1669 a little band of Frenchmen led by two missionaries, Dollier de Casson and de Galinée, were on their way from Montreal to the Ohio River, on whose banks they hoped to set up a mission. After journeying along the St. Lawrence and the northern shores of Lake Ontario, they portaged from Burlington Bay to the Grand River, whose shallow waters they followed to Lake Erie. Buffeted by storms and drenched with icy spray, they finally found comparative calm in the bay behind Long Point.

Ten years later the great explorer La Salle built in the Niagara River the Griffon, the first ship to sail Lake Erie. She narrowly escaped crashing on Long Point, but finally got safely as far as Green Bay on Lake Michigan. There she was re-loaded and sent back, alas! to be seen no more.

Thus Dr. Bannister traces the history of Long Point. Not till 1803 did the Legislature of Upper Canada interest itself in lighthouses, and not till 1830 was one constructed at Long Point. Detailed accounts of its construction are given, and a history of its chief events. Repairs were made in 1833, and a new lighthouse built in 1843. The old side is still distinguishable, and fragments of its structure may still be found. A list of keepers is given. The present keeper, Mr. S. B. Cook, has kept his lonely watch at Long Point since 1897.

Pilots will be interested in the changes in the shoreline mentioned by Dr. Bannister. In 1832 Judge James Mitchell, the local superintendent, reported that on the north side the distance to the water's edge was only 23 yards. Today it cannot be much less than a quarter of a mile.

This eight-page pamphlet is readable and authoritative. It is hoped that it will be a forerunner of other studies of the lighthouses of the Great Lakes.

MEMBERSHIP OF THE GREAT LAKES HISTORICAL SOCIETY

(A) *Societies and Organizations*

Alpena Public Library, Alpena, Michigan.
American Bureau of Shipping, Rockefeller Bldg., Cleveland 13, Ohio — (Life).
American Steamship Co., Buffalo, N. Y. — (Life).
Bay City Public Library, Bay City, Michigan.
Bethlehem Transportation Corp., 26th Floor Terminal Tower, Cleveland 13, Ohio — (Life).
Buffalo Public Library, Buffalo, N. Y.
Canadian Steamship Lines, Ltd., P. O. Box No. 100, Montreal, Quebec, Canada.
Carnegie Public Library, Sault Ste. Marie, Michigan.
Carnegie-West Branch Library, 1900 Fulton Road, Cleveland 13, Ohio.
Cleveland Chamber of Commerce, Union Commerce Bldg., Cleveland 14, Ohio. (Sustaining).
Cleveland News Co., 1760 East 25th St., Cleveland 14, Ohio.
Cleveland Power Squadron, 1353 Terminal Tower, Cleveland 13, Ohio — (Life).
Columbia Transportation Co., 12th Floor Hanna Bldg., Cleveland 15, Ohio — (Life).
Duluth Public Library, Duluth 2, Minnesota.
Erie Public Library, Perry Square, Erie, Pa.
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